Transportation
Library

UNIVERSITY
OF MICHIGAN
C 1955
PORTATION
BRARY

Divine Gets Kemper Award
(*See page 10*)

TRAFFIC DIGEST & Review

THE TRAFFIC INSTITUTE • NORTHWESTERN UNIVERSITY

The

Traffic Digest and Review

OF THE TRAFFIC INSTITUTE, NORTHWESTERN UNIVERSITY

Franklin M. Kreml	*Director*
Gerald O'Connell	*Director of Training and Extension*
James M. Slavin	*Assistant Director of Training*
Theodore Loveless	*Assistant Director of Extension*
Francis P. Lowrey	*Training Division*
Glenn V. Carmichael	*Training Division*
Forest R. Noffsinger	*Training Division*
Paul C. Keller	*Training Division*
Jean Taylor	*Training Division*
Billie Lewis	*Training and Extension Division*
James Stannard Baker	*Director of Research and Development*
J. M. Keneipp	*Research and Development Division*
Jordan Woods	*Research and Development Division*
Robert L. Donigan	*Counsel*
Edward C. Fisher	*Associate Counsel*
L. J. McEnnis, Jr.	*Director of Publications*
Robert R. Hume	*Assistant Director of Publications*
Florence J. Lund	*Staff Writer*
William B. Smith	*Business Manager*
Lynette Smith	*Office Manager*
Myrtle A. Schultz	*Librarian*

This publication is produced to serve as a source of information and a medium for the expression of responsible opinion in the street and highway traffic field. From time to time there will appear herein expressions of opinion that do not necessarily reflect official Traffic Institute policy.

In This Issue

Drunk Driver Test Decreed in New York . 1

Mass Instruction Plan in Behind-the-Wheel Training 2

Who Assumed Statistical Responsibility? . . 6

Monthly Traffic Death Information 8

Chief Divine Gets Kemper Award 10

Grand Rapids Introduces Cruising Ambulance 12

Memphis Uses "Mushrooms" in Channelization 14

Completed Staff Work 16

Traffic Fatalities in Foreign Cities 19

Maryland Juvenile Drivers 20

Know the Law 23

Library Notes 27

Training Calendar . . . . . Cover 3

VOL. 1 JUNE, 1953 NO. 3

The *Traffic Digest & Review* is published monthly by the Traffic Institute, Northwestern University, 1704 Judson Ave., Evanston, Ill. Entered as second-class matter at the post office at Evanston, Ill. Contents may be reprinted, provided the customary credit line is given. Printed in the U.S.A. Subscription price $5 a year.

Transportation
Library

Drunk Driver Test Decreed in N. Y. State

Motorists suspected of drunken driving in New York will be required to submit to chemical tests for intoxication or have their licenses revoked under a bill which goes into effect July 1.

Police officials have been authorized since 1941 to use such tests, but the program has been hindered by a provision that no test could be administered without the consent of the driver.

Under the new law a driver still will not be required to consent, but if he does not, the state motor vehicle commissioner will automatically revoke his license. Out-of-state drivers who refuse will lose their nonresident privilege of driving in New York.

"The drinking driver constitutes one of the worst scourges on the highway," Governor Dewey said. "He must be eliminated. The use of the procedures authorized by this bill will provide a significant contribution to improved highway safety."

The governor also approved two other highway bills. One authorizes the state motor vehicle commissioner to establish a uniform system of "nonfixable" traffic tickets throughout the state. The other establishes a $10 fee for special or distinctive license plates beyond the regular licensing charge.

Under the new intoxication test, local enforcement authorities may use chemical analysis on samples of blood, saliva, urine or breath. The services of a physician will be required for the blood test, but not for the others.

Existing laws provide that if a person has .15 of 1 per cent by weight of alcohol in his blood, this finding can be introduced at a trial as *prima facie* evidence of intoxication. If the test shows between .05 and .15 of 1 per cent, this can be used as "relevant evidence."

The new measure attempts to avoid any issue of unconstitutionality by giving a suspect an alternative to taking the tests. In some quarters it is believed that a flat requirement for a test would violate the constitutional guarantee against self-incrimination.

The "nonfixable" ticket will apply to all traffic violations except parking. It is expected that the motor vehicle commissioner will establish a statewide quadruplicate form, with one copy going to the motorist, one to the arresting officer, one to the court, and one to the Motor Vehicle Bureau.

The measure, also effective July 1, specifies that anyone who "disposes" of such a ticket "in any manner other than that prescribed by law" will be guilty of a misdemeanor.

—Based on a story in New York Times

"Mass Instruction" Plan Used in Behind-The-Wheel Training

By

GORDON C. GRAHAM
SUPERVISOR, SAFETY EDUCATION DEPARTMENT
DETROIT PUBLIC SCHOOLS

IN DETROIT we are using a multiple-car plan in our driver training work in the high schools.

This plan is intended primarily to meet the desirable objective of providing behind-the-wheel instruction for *every* pupil graduating from the high school in which it is employed, instead of just for a selected few.

This is accomplished primarily by a mass instruction plan utilizing an off-street driving facility which reduces the cost per student from approximately $35 under the usual plan with four students in a dual-control equipped car on the streets, as given in four of our high schools, to approximately $10 per student under the multiple-car plan.

The key to this plan of instruction lies in the construction of an off-street driving facility in which a street layout is constructed in an area approximately 200 by 500 feet and so devised as to simulate street driving conditions.This would include such things as a signalized intersection, stop streets, a backing lane, a slight hill, and spaces between for a figure 8 steering exercise, parking stalls, etc.

The area is usually equipped with 13 vehicles, one of which is a dual-control equipped station wagon for use by the instructor. The other 12 automobiles represent a variety of makes and are not dual-control equipped. The vehicles are secured from local dealers through the local dealers' association and, in keeping with our Board of Education policy, they carry no advertising.

The step-by-step instructions are given to students in the station wagon, and as soon as students have demonstrated their ability to perform each succeeding step, they proceed to solo operation in one of the 12 vehicles.

After the first few lessons all pupils are operating cars alone following a pre-determined traffic pattern that is adjusted in its complexity from time to time to meet the advancing skills of the students.

As pupils master successive instructional steps, they are taken in groups of six in the station wagon for directions as to the next maneuver. From time to time, the instructor will ride with individual students to make a

check on incorrect driving practices. Eventually, pupils are introduced to the various exercises such as parking, backing, and other maneuvers. As they move about the course, they devote extra time to practicing those exercises which prove most difficult, as may suit their individual needs.

As a further aid to the instructor in the handling of the group, the instructor's station wagon is equipped with a public address system which enables him to give precautions or instructions to pupils anywhere within the area, even while the cars are in operation.

The question is frequently asked as to the degree of hazard involved in permitting these students to operate the vehicles alone on the driving area at such a relatively early stage in their instruction. The plan has been in full operation since 1943 following some preliminary experiments at off-school locations. Thus far, we have not had a single personal-injury accident, and the property-damage costs are on the average no greater than for on-the-street dual-equipped vehicles which are operating at some of our other schools.

There is a challenge in connection with solo operation to which students seem to rise—they feel that they are "on their own," that they no longer have the crutch of dual-control assistance as in the station wagon, and they meet and accept the added responsibility. In the earlier stages of instruction, the vehicles operate in one direction only around the periphery of the driving area. Vehicles are not permitted to pass each other until the latter stages of instruction when a normal traffic pattern is simulated.

Under this plan, one instructor is able to give 12 student hours of instruction, nearly all of which are behind the wheel, during each class hour, as contrasted with only one student hour of instruction behind the wheel in the more traditional method used in some of our other schools where four students are instructed on the street with a dual-control equipped vehicle. Ordinarily, in this latter procedure, the total number of class hours behind the wheel per student would be approximately 10, in addition to the 30 class hours of observation time from the rear seat. While we do not contend that this observation time is without value, it is certainly of far less value than the actual behind-the-wheel experience. In our multiple-car plan, we devote 20 class hours to behind-the-wheel instruction. This is supplemented by 25 classroom hours of instruction covering traffic laws, car maintenance, the mechanics of the automobile, and other subjects.

Off-street driving areas can be built at costs of from $10,000 to $40,000 including garage facilities, depending upon how elaborate a facility is desired. The area need not exceed 300 by 300 feet, although it is preferable to have the driving range somewhat longer than its width. In some instances the area was built adjacent to an athletic field and paved over its entire area to enable its use as a parking facility for after school athletic events.

At one school we are endeavoring to provide two periods of on-street

instruction at the conclusion of the course to permit students to have direct experience in regular traffic.

Areas have also been adequately lighted to permit adult driver education classes at night with vehicles operating only with parking lights. There has been considerable adult demand for this instruction, and there is a long waiting list of prospective enrollees.

The cost of these areas can be readily offset by the instructional savings to an extent which would enable the facility to pay for itself within a period of four to five years in most instances.

The advantages of this plan are:

1. Costs are lowered because of the greater number of students per year that can be taught by one instructor. Each class comes one class hour per day and is then succeeded by another group. All students are drawn from the twelfth grade. Five hundred and fifty students can be taught by one instructor teaching six periods per day, and 720 is the theoretical limit, using 12 student cars and a station wagon. Experiments with a larger number of vehicles indicated that 12 cars is probably the maximum for for efficient operation. Increasing the number of students would necessitate giving three or more demonstrations of each successive step instead of two as can be done under the present plan when the classes are divided into two groups of six for station wagon demonstrations. It has also been found more practicable with adults to limit the class size to eight, as they normally require more individual supervision. From 120 to 150 students

Mass instruction plan drastically reduces training cost per student.

is the normal figure that can be taught with on-street plans. Thus, ordinarily one instructor can teach all graduating students from a large high school using the multiple-car plan.

2. A variety of cars are used, thus permitting students to become familiar with many vehicles instead of just one.

3. Traffic complexity can be varied to meet the instructional needs at any given stage, so that the problem of unanticipated actions on the part of passing motorists is eliminated during the earlier stages, and normal traffic congestion is simulated during the latter period of instruction.

4. There is more behind-the-wheel time per student, behind-the-wheel time being doubled, despite the appreciable reduction in cost.

5. The instructor can devote more time to problem students while those more proficient continue their practice. In instances where pupils are not sufficiently skilled at the end of the course, they are asked to take the course over in order to acquire the necessary skills. No failure mark is given in such cases.

Currently we have four such areas in operation, as well as four on-street instruction programs in other high schools. Additional off-street areas are contemplated. These off-street areas have a total capacity of approximately 2,150 students per year on the day program and approximately 1,830 students on the evening school program.

* * *

PEDESTRIAN WITHOUT A DRIVER'S LICENSE FREQUENTLY LESS ALERT

All but six of the 164 pedestrians killed in Wisconsin traffic in 1952 died as a result of accidents occurring in their home counties. Further, three out of four of the pedestrian victims did not possess driver's licenses, the Wisconsin Motor Vehicle Department reports. This indicates that the victims, most of whom either had never driven or had given up driving, lacked an appreciation of the motorist's point of view and were therefore not sufficiently alert to the hazards of walking along the roadway, the Department's Safety Division says.

* * *

ADDITIONAL TROOPERS FOR NEW YORK STATE POLICE

In order to increase highway patrol activity and thus combat unsafe driving Governor Dewey recently signed the Hughes-Rulison Bill which authorizes an increase in the strength of the New York State Police from 900 to 1,200 men.

Who Assumed Statistical Responsibility for This?

This is a description of an actual accident:

It occurred on a toll bridge over a river which forms the boundary between two states as well as two cities. This boundary runs at right angles to the roadway of the bridge.

The car involved was traveling east from state "W". Some distance before reaching the boundary the driver apparently lost control of the car. It crossed over to the left side of the roadway of the bridge, the left front wheel hitting the angle iron curbing about six feet on the "W" side of the boundary, blowing the tire. The car continued on at about the same angle, the right front wheel striking the curbing about eight feet on the "M" side of the boundary. The right front tire also blew out with the impact. The car broke through the bridge railing on the "M" side of the boundary, falling about 20 feet into the river in the state of "M".

One of three passengers died of skull fracture. The other two were rescued.

Based on *Uniform Definitions of Motor Vehicle Accidents*, to which state should this accident be charged? AFTER REACHING YOUR CONCLUSION, read on.

After research and consultation, our consensus is (Figures refer to section numbers in *Uniform Definitions of Motor Vehicle Accidents*):

1. This was a "motor vehicle traffic accident.' Even though it occurred on a private toll bridge—a private road trafficway (3.03)—it was a trafficway (3.00) because it was a bridge that connected two public roadways (3.04).

2. The motor vehicle went out of control and suffered damage through collision with a fixed object. The first or key event was the left front tire striking the angle iron curb of the bridge which resulted in a blow-out of that tire—a collision with a fixed object, the curb (6.01(2)), which resulted in property damage (6.12). The vehicle was damaged directly by such collision; it did not overturn in the roadway ((6.01(1)) nor did it swerve nor was it deflected *without* damage (601(3)).

3. The accident originated on the trafficway when the car struck the curb. It is therefore considered to have occurred on the trafficway regardless of what happened after it left the planking of the bridge (4.01).

4. This particular motor vehicle traffic accident should be recorded as having occurred in the State of "W". The vehicle went out of control

and the first or key event occurred on the "W" side of the "W"—"M" boundary line. The events occurring on the roadway govern accident classification (6.02) and the accident should be allocated to the territory in which the accident occurred (11.03). Even if the collision occurred exactly on the boundary line, the accident would be classified as having happened in the territory from which the vehicle came.

It must be realized, of course, that the provisions in the *Uniform Definitions of Motor Vehicle Accidents* are not binding upon any courts and could be ignored by them in establishing any civil liability involved.

* * *

Parking Problem Listed as Public Enemy No. 1

The Chamber of Commerce of the United States lists the parking problem as public enemy No. 1 for shopkeepers and customers.

Following a series of businessmen's conferences on city problems, the U. S. Chamber has published studies giving practical answers to the problem. These publications are available from the Transportation and Communication Department of the Chamber in Washington.

The Chamber also is attacking the problem at grass-roots parking clinics for businessmen.

Art Fontaine, president of the Anderson, Ind., Chamber of Commerce, cooperated with the national chamber in setting up the first parking clinic in his city.

He termed the parking problem "half-pig, half ape" and said "this creature is stalking the streets of our communities, murdering property values, robbing merchants and profits and plaguing customers."

—*Automotive News*

* * *

New Aircraft Brake Lining Stands Heat

Aircraft brake lining using fire clay, to withstand the enormous heat generated in braking high-speed jets and transports, is now being produced.

The new lining was developed after years of research on a friction surface able to survive aircraft landing impacts which generate heat as high as 1,800 degrees in three seconds.

Increases in brake energy ratings of 5 per cent and service lift approximately five times as great as with the best conventional linings are made possible by the new development. The new lining operates successfully at brake temperatures up to 2,000 degrees.

—*Automotive News*

Traffic Deaths Soar in April

More persons were killed by autos in the United States this April than in any other April on record, the National Safety Council reported on May 29.

The death toll was 2,890—10 per cent over April of 1952 and the highest April total since accident records have been kept. The previous high for April was 2,630 in 1941 and 1952.

The April deaths boosted the four-month total to 11,140—up 5 per cent over the toll in the corresponding period last year.

Although April was the third month this year to show an increase, incomplete figures reveal that travel is going up even more. Thus the mileage death rate (deaths per 100,000,000 miles of travel) was 6.7 for the first three months of the year—slightly less than a year ago.

The Council figures, based on reports from 45 states, are for fatalities only and do not include non-fatal injuries. Twenty-three of the states had death reductions in April and two had no change.

For four months, however, only 15 states maintained decreases. They were:

Rhode Island	−37%	New Mexico	−7%
Delaware	−25%	Utah	−6%
Colorado	−11%	Wisconsin	−4%
Louisiana	−10%	Georgia	−4%
Oklahoma	− 8%	Tennessee	−4%
South Carolina	− 8%	New Jersey	−3%
Texas	− 7%	Washington	−1%
		Arkansas	−1%

Despite the sharp increase in deaths for the nation as a whole, 473 cities reporting in April showed no average increase in deaths from April, 1952.

Perfect records for April were reported by 319 cities. The three largest were Omaha, Nebr. (251,100); Honolulu, T. H. (236,100); and Syracuse, N. Y. (220,600).

For four months, the 473 cities had a 7 per cent increase in deaths, and only 180 still had perfect records. The three largest were Wilmington, Del. (110,400); Lynn, Mass. (99,700), and Lincoln, Nebr. (98,900).

At the end of four months, 138 cities had decreases in deaths, 166 had increases and 169 showed no change.

Of the cities with fewer deaths at the end of four months, the following had populations of more than 200,000:

Worcester, Mass.	−72%	Seattle, Wash.	−25%
Jacksonville, Fla.	−67%	Atlanta, Ga.	−25%
Denver, Colo.	−54%	Columbus, Ohio	−20%
Syracuse, N. Y.	−50%	San Francisco, Calif.	−17%
Norfolk, Va.	−50%	Pittsburgh, Pa.	− 9%
Oklahoma City, Okla.	−45%	New York, N. Y.	− 8%
New Orleans, La.	−35%	Chicago, Ill.	− 6%
Dayton, Ohio	−31%	Portland, Ore.	− 5%
Toledo, Ohio	−29%	San Diego, Calif.	− 4%

The three leading cities in each population group for four months, ranked according to the number of deaths per 10,000 registered vehicles, were:

	Reg. Rate
Over 1,000,000 Population	
Los Angeles, Calif.	3.5
Detroit, Mich.	3.8
Philadelphia, Pa.	4.0
750,000-1,000,000 Population	
San Francisco, Calif.	2.3
Cleveland, Ohio	3.3
Washington, D. C.	3.4
500,000-750,000 Population	
Minneapolis, Minn.	1.9
New Orleans, La.	3.0
Milwaukee, Wis.	3.1
350,000-500,000 Population	
Denver, Colo.	1.0
Seattle, Wash.	2.1
Columbus, Ohio	2.4
200,000-350,000 Population	
Jacksonville, Fla.	0.8
Syracuse, N. Y.	0.8
Worcester, Mass.	1.2
100,000-20,000 Population	
Wilmington, Del.	0.0
Elizabeth N. J.	0.9
Youngstown, Ohio	1.0
50,000-100,000 Population	
Saginaw, Mich.	0.0
Lincoln, Nebr.	0.0
Greenville, S. C.	0.0
25,000-50,000 Population	
Muskegon, Mich.	0.0
Warren, Ohio	0.0
Vancouver, Wash.	0.0

	Reg. Rate
10,000-25,000 Population	
Modesto, Calif.	0.0
Birmingham, Mich.	0.0
Klamath Falls, Ore.	0.0

* * *

BIKE HOLDS ITS OWN

Of all the modes of private transportation in vogue at the turn of the century, the bicycle has been the only one that has held its own against the competition of the automobile. There are 21 million bicycles in use in the U.S. today, which is about 15 million more than in 1900-1910.

—*Automotive News*

Chief Lester J. Divine of Oakland Gets Kemper Award for Outstanding Service

For his contributions to safety and to better understanding between citizens and their police, Lester J. Divine, chief of the Oakland (Calif.) Police Department, has been presented the Kemper Foundation Award for Traffic Safety.

The award, accompanied by a check for $1,000, was presented to Chief Divine by James S. Kemper, chairman of Lumbermens Mutual Casualty Company.

Chief Divine was cited for national service in promoting uniform traffic law enforcement as well as for accomplishments which have placed Oakland among the nation's leaders in traffic safety, enforcement and education.

Mr. Kemper declared:

"Chief Divine represents the best in government service—the improvement of which was envisioned by the Lumbermens Mutual Casualty Company when it established the Kemper Foundation for the training of police officers at Northwestern University."

Divine graduated from the Northwestern University Traffic Institute after nine months of study in 1940-41.

The award citation declared:

"For three years prior to assuming command of the entire department, he served as head of the Police Traffic Division. So successful was his administration of the division, and that of his successor after he became Chief, that Oakland for the past six years has enjoyed a greatly improved traffic death rate—reaching an all-time low of 2.8 fatalities per 10,000 registered motor vehicles in 1952 in the face of heavy increases in population and in motor vehicle registration."

On a national scale, Chief Divine was commended for his work as chairman of the Police Division of the National Safety Council and as a leader in safety programs of the International Association of Chiefs of Police.

He was instrumental in the formation of the Bay Area Traffic Executive Council, which now strives for uniformity of traffic enforcement in 12 Bay Area counties with a population in excess of 2,000,000.

In Oakland he has generated wide support for Oakland's one-way street plan, the Adult Traffic Violators School and a "behind the wheel" training program in the high schools.

Mr. Kemper said there was no difficulty in choosing Chief Divine for the award because of both his national and local contributions to safety. Future awards, he said, will be made to those whose work merits recogni-

tion and who, like Chief Divine, are Kemper Foundation fellowship or scholarship graduates of the Northwestern University Traffic Institute.

The award is the second made by the Kemper Foundation. The first went to California Highway Patrol Commissioner Bernard R. Caldwell, when he was a deputy chief, in charge of the Traffic Bureau of the Los Angeles Police Department.

* * *

Virginia Uses Trees in Accident Prevention Program

The Virginia Department of Highways is spending $30,000 a year to plant trees along the highways as an investment in accident prevention, the American Public Works Association has reported.

Trees planted in the center strip of a divided highway are said to break the headlight glare from approaching automobiles. Properly placed trees also reduce the glare of the sun, particularly on east-west highways.

According to the highway department's landscape engineer, trees can be used to outline curves in the highway or to outline the approaches to a bridge. Trees are also used to good advantage in backgrounding a simple highway sign.

Serving as a safety factor with aesthetic appeal, trees break the monotony of the open highway and, at the same time, provide a spot of shade where the weary motorist can stop to cool off on hot days.

* * *

WHAT'S A "METER ERASER"?

If Salt Lake City's experiments prove to be a success, motorists will no longer be able to "borrow" time in parking meter spaces. No more will they be able to park for free in a stall where the previous motorist has not used up his time. Salt Lake City police recently began an experiment with a sample device called a "meter eraser." The gadget works by pressure so that when a car backs from a parking stall, it whips the parking meter indicator back to zero. Police state that if practicable, it will probably be put into general use.

—Western City

* * *

Salesman: "This model has a top speed of 130 miles an hour, and she'll stop on a dime."

Prospect: "What happens after that?"

Salesman: "A little putty knife comes out and scrapes you off the windshield."

Grand Rapids Introduces Cruising Ambulance

by

INSP. WILLIAM J. DANGL
DEPUTY SUPERINTENDENT
GRAND RAPIDS (MICH.) POLICE DEPARTMENT
(*Reprinted from the Michigan Police Journal*)

DURING January, 1952, Superintendent Dewey Beaver of the Grand Rapids Police Department ordered a survey to be made of the cost of operation of the Police Department ambulance service then in use.

For years Grand Rapids had operated a police ambulance of the old stand-by type with vehicles and crews located at Police Headquarters and at the third precinct police station. These ambulances responded to emergency calls of accident, injuries, and sudden illness occurring on the street together with industrial accidents and other emergencies demanding prompt service. Fire calls were also answered, with ambulance personnel standing by at the scene of the fire.

This ambulance service was a recognized part of police service for the citizens of Grand Rapids. They had grown up with and depended upon it to respond to emergency calls. Superintendent Beaver knew that the maintenance of these units on the basis then in use was very costly, and the survey was made in an effort to find facts on which to base future changes.

The facts presented by the survey disclosed that the cost of operation of the two stand-by ambulances was approximately $53,724.00 yearly.

That 1,660 ambulance calls were being made each year at a cost of $32.36 each.

That every time a patient was placed in the ambulance the cost was approximately $82.00.

That 45 per cent of the calls answered were for stand-by service at fires.

That in only three instances was ambulance service actually used as a result of a fire call during the past year.

That approximately $50,000.00 of the total cost was represented as salaries.

Even in the face of these costs, public opinion was against elimination of the police ambulance and Superintendent Beaver had no desire to drop this service for it had long proven itself as a medium for good public relations, in addition to the excellent police work accomplished.

The answer was found in using the personnel assigned to ambulance duty as regular police patrol officers and furnishing them with the necessary vehicular equipment to continue their work as an ambulance group.

Around-the-clock job of police work, ambulance service, and public relations is performed by cruising unit of Grand Rapids Police Department.

This together with the elimination of the ambulance service on fire calls has resulted in a most efficient unit of police operation being placed on 24-hour duty on the streets of Grand Rapids.

Operated by trained police officers, the new cruising ambulance is fully furnished with the latest type of life-saving facilities. Cruising in the heavy traffic areas of the city it responds to police alarms as a regular cruiser. It answers ambulance calls as an ambulance.

After 96 days of use the work record of personnel assigned to ambulance duty shows that they answered 888 ambulance calls, responded to 222 radio alarms, made 35 misdemeanor and 7 felony arrests, recovered 6 stolen cars, issued 397 traffic tickets for running violations, issued 57 parking tickets, impounded 39 cars and performed 85 miscellaneous duties.

All except the ambulance calls represent full gain in public service.

Use of the cruising ambulance has proven successful and has enabled the department to give better and faster ambulance service to the citizens of Grand Rapids at no great additional cost over that of general police cruiser operation. Its use on streets at all hours of the day and night has created favorable public opinion, and the continuation of police emergency response to ambulance calls has aided the department in maintaining good public relations.

Memphis Uses "Mushrooms" for Traffic Islands and Channelization

by

W. P. Huntzicker
Traffic Advisory Commission
Memphis, Tenn.

On June 14, 1947, the last rail transit trip in Memphis was made. Thus began the era of curb loading and discharge of passengers by buses and coaches of the Memphis Street Railway Company.

At this point the City of Memphis found itself with a stockpile of several hundred metal "mushrooms," which formerly were used to mark center-of-the-street transit loading zones.

Whether it was luck or foresight, no one quite remembers, but instead of dumping the mushrooms in the middle of the Mississippi River they were stored.

Later, it was suggested that the markers might well be covered with reflectorized paint and used in channelization. The suggestion was adopted with highly successful results. The mushrooms are now being used to channelize within intersections, as well as the approaches to intersections, to separate opposing streams of traffic, and as pedestrian refuges.

In using the mushrooms for channelization, the traffic engineer draws up tentative plans and then 18" rubber cones are put into place. Later, the cones are replaced by the mushrooms but the latter are not fixed in the pavement. After the traffic flow has been reasonably established, the mushrooms are bolted down.

It has been found that an effective addition is a 4" paint line connecting those mushrooms forming an island, particularly in intersections where the treatment has been extensive. After the island pattern is assured, it is planned to replace the mushrooms with permanent construction and utilize the mushrooms at other places.

* * *

OKLAHOMA TOLL ROAD TO OPEN TO TRAFFIC SOON

Oklahoma's 88-mile Turner Turnpike (toll road), linking the state's two major cities, Oklahoma City and Tulsa, was to be opened recently. The turnpike is the first to be completed in any state west of the Appalachian mountains.

Allstate Reduces Rates for Young Drivers Who Are Trained

To help combat the alarmingly bad accident record of the nation's under age 25 drivers, the Allstate Insurance Company has announced that it will grant discounts on auto insurance rates for high school trained young drivers.

Under their Young Driver Discount Plan, bodily injury and property damage liability premiums on private passenger automobiles will be reduced 5 to 15 per cent where all under age 25 drivers of the insured automobile, who live in the insured's household, have successfully completed high school driver education courses.

The amount of discount depends upon the amount of instruction the young driver has received and will be allowed upon the presentation of a "behind-the-wheel" practice driving.

Allstate's new rating plan has been filed in all states except Texas, Louisiana, Massachusetts, Virginia, and New Hampshire.

According to Calvin Fentress, Jr., president of Allstate, the Young Driver Discount Plan has four objectives: (1) to encourage more high schools to establish driver education courses; (2) to encourage high schools with limited programs to raise their standards; (3) to provide financial encouragement for high school students to become better and safe drivers; and (4) to provide an incentive for parents to take a more active interest in safety education.

"The high accident toll of drivers under age 25 has made it necessary for most insurance companies to charge them or their parents higher rates," Mr. Fentress said. "We hope this young driver discount plan will impress upon students and parents that there is only one man who sets automobile insurance rates—the man behind-the-wheel!"

* * *

WOMEN TAG PARKING VIOLATORS IN MONROE, LA.

In November, 1952, four young women were assigned to checking parking meter violations in Monroe, La. That month they issued 4,486 violation tickets. The month before they were assigned to duty, there were only 1,199 tickets issued by regular police officers who necessarily had to divide their time between the meters and police matters. Since that time, there has been a noticeable turnover of available parking space in downtown areas that are metered.

—*Louisiana Peace Officer*

Completed Staff Work

by

H. A. Damminger
Chief, Industrial Mobilization Division,
Office of Programming
Munitions Board
Department of the Army

(Reprinted by permission from *Army Information Digest, January 1953*)

Completed staff work is a two-way relationship between superior and subordinate. The subordinate does the work but it is the superior who assigns the work to him. And it is the part played by the superior—his manner and method of assigning work—that can make completed staff work simple and useful or complex and wasteful.

Practically all of us are, during the course of a day, both superiors and subordinates. We assign jobs to our subordinates and we, ourselves, are given tasks by our superiors. It is necessary, therefore, to see both sides of the coin at all times. Heads—you assign a job and expect completed staff work; tails—you are given a job and are expected to produce completed staff work.

Since there already exists a fine set of principles to guide us in the role of subordinate, we need only the companion set of principles to guide us when we are cast in the role of superior.

That is the purpose of this article—to outline those steps which you, as a superior assigning a task, must follow if you expect to receive from your subordinates completed staff work. There are six basic steps to follow:

1. Know the problem. Obvious? Of course; but how many times are you, as superior officer not too sure of just what you are looking for? It is as simple as this—if you do not know, how can your subordinate? Perhaps the basic problem may be merely to find out whether or not there is a problem. Then why not be frank and say so? You may really have two problems. The first is to find out whether there is a problem. When that question is answered, you can decide whether or not you need to go further.

2. Make one individual responsible for the solution. During World War II a high ranking officer asked me to participate in one of his staff meetings. For almost an hour he discussed a most serious personnel problem that badly needed a suitable remedy. Walking back to my office after the

meeting, I heard one of his staff officers ask, "Who has the ball on this one?". Apparently everyone and that meant, of course, that no one individual felt in any way responsible for doing the job of research and investigation required before a sound and workable solution could be reached. Completed staff work, in this case, was less than a pious hope. Fixing individual responsibility is an essential and primary step.

3. State the problem clearly, precisely; explain reasons, background; limit the area to be studied. Having followed steps one and two, you are ready to explain the job to be done. Of especial importance is the "why" of the problem. If you know what is behind the problem, tell your subordinate. If you do not know why there is a problem, you had better find out or you are likely to get a piece of work which is itself a shot in the dark because actually, there is no target. And while you are at it, limit the field of study as much as you can. Delving too far into a problem can be an endless and useless task. It is always possible to dig a little deeper and wider. So suggest a few areas to avoid. "Don't look into this or that" can sometimes be as good advice as positive suggestions.

4. Give from your knowledge and experience in the problem. You have learned a lot about your work. Pass it on to your subordinate. Save him the time and effort of pioneering along a road you have already traveled. He will not only appreciate your paternal display of competence, experience and knowledge, but you will make the development of his final solution easier and better for both of you.

5. Set a time limit; or request the assignee to estimate the completion date. Here is another "must." Give your subordinate the time he needs to do an adequate job. "If you want it bad, you get it bad," is a frequently heard caution. On the other hand, you must make certain that your subordinate realizes that you need the completed answer by a certain date. Assigning a task without a deadline for completion is like being asked by a friend to "come over to dinner sometime." Its very indefiniteness provokes a feeling of insecurity and unimportance.

6. Assure your subordinate that you are available for discussion as work progresses. This step provides the flexibility that any good plan needs to be workable. Despite all your efforts to explain the problem, its whys, wherefores and limitations, you can be sure that questions which only you can answer will arise in your subordinate's mind as the study progresses. The English language is deceiving and confusing. What you said and what he understood it to mean may be along two very different lines. Being available for discussion does not mean that you are going to do your subordinate's thinking for him. But you should make him feel that if he gets stuck, you are still his guiding star. That's why *you* are the boss.

Follow these six basic steps and you will have every reason to expect

completed staff work. Test it the next time you have an assignment or you are ready to give a job to one of your staff.

Remember that the caliber of the completed staff work you receive is in direct ratio to the guidance you give to obtain it. It is a two way proposition —any way you look at it.

COMPLETED STAFF WORK

HOW TO DO IT

Study of a problem and presentation of its solution in such form that only approval or disapproval of the completed action is required.

1. Work out all details completely.
2. Consult other staff officers.
3. Study, write, restudy, rewrite.
4. Present a single, co-ordinated proposed action. Do not equivocate.
5. Do not present long memoranda or explanations. Correct solutions are usually recognizable.
6. Advise the Chief what to do. Do not ask him.

If you were the Chief, would YOU sign the paper you have prepared and thus stake your professional reputation on its being right? If not take it back and work it over; it is not yet completed staff work.

HOW TO GET IT

Assignment of a problem and a request for a solution in such a way that completed staff work is readily possible.

1. Know the problem.
2. Make one individual responsible to you for the solution.
3. State the problem to him clearly, precisely; explain reasons, background; limit the area to be studied.
4. Give the individual the advantage of your knowledge and experience in this problem.
5. Set a time-limit; or request assignee to estimate completion date.
6. Assure him that you are available for discussion as work progresses.

If you were the subordinate, would YOU consider the guidance, given at the time the assignment is made and as the directed work progresses, to be adequate for readily completed staff work? Adequate guidance eliminates wasted effort, makes for completed staff work.

The "How To Get It" chart was conceived and developed by H. A. Damminger, Chief, Industrial Mobilization Division, Office of Programming, Munitions Board, and Lieutenant Colonel Edward L. Waddell, USA, Command and General Staff College.

Traffic Fatalities in Foreign Cities

Frequently we wonder how cities outside of the United States are faring in the traffic accident field. The Committee For Road Safety (appointed by the Danish Ministry of Justice) has compiled a report, "World's City Traffic," which has information from a number of the world's major cities.

To enable you to compare U.S. cities we present below a portion of one of the tables included in the 1951 report:

City	Motor Vehicles	Fatalities	Persons Killed Per 10,000 Motor Veh.
1,000,000 and over			
London	?	660	?
Paris	431,922	427	9.88
*Sydney	615,791	728	11.82
Bombay	45,000	262	58.22
Cairo	51,936	272	52.37
Calcutta	93,438	71	7.59
Vienna	71,043	173	24.35
Santiago	38,761	107	27.60
Rome	201,000	196	9.75
Hamburg	71,097	169	23.77
Madras	13,053	67	51.32
Montreal	180,000	96	5.33
Melbourne	243,512	289	11.86
Milan	130,295	112	8.59
Birmingham	104,226	110	10.55
Brussels	27,014	17	6.29
Manila	36,557	55	15.04
Naples	60,000	34	5.66
Athens	19,205	57	29.68
Singapore	38,011	158	41.56
750,000 to 1,000,000			
**Copenhagen	48,319	92	19.04
Johannesburg	110,000	169	15.36
Amsterdam	49,953	71	14.21
Lahore	18,126	13	7.17
Liverpool	41,452	70	16.88
Lisbon	29,648	66	22.26
Stockholm	60,463	51	8.43
500,000 to 750,000			
Torino	113,903	34	2.98
Manchester	52,108	78	14.96
Rotterdam	34,501	48	13.91
Genoa	73,372	27	3.68
Toronto	261,229	50	1.91
Marseilles	90,500	54	5.96
Dublin	49,671	48	9.66
Sheffield	40,992	47	11.46
350,000 to 500,000			
Oslo	30,519	24	7.86
Zurich	33,063	36	10.88
Helsinki	16,217	40	24.66

*Includes all of New South Wales

**Includes both Copenhagen and Frederiksberg.

ANOTHER CITY GIVES DRIVER TRAINING TO EMPLOYEES

Twenty-eight of Oklahoma City's employees who have been involved in accidents were given a three-day training course in driving. A new group will be enrolled each week until all city employees receive the training. The climax of the training comes on the final day when each must go through stiff driving tests. The training was inaugurated because of the high accident rate among the city's 700 motor vehicles.

Maryland Juvenile Drivers Cause Concern

The Maryland Department of Motor Vehicles is concerned over a big increase of license suspensions and revocations among juveniles.

Under a law enacted three years ago the commissioner of motor vehicles is required to suspend from 30 days to one year the license of any minor convicted of two traffic violations within a year. In the event of another conviction, the license is revoked until the driver is 21.

During the first 12 months the law was in force the department noted 315 suspensions and 63 revocations.

From June 1, 1951, until June 1, 1952, the second 12-month period, there were 916 suspensions and 135 revocations.

Early in the third 12-month period there were 803 suspensions and 193 revocations.

In the same periods there have been respectively 1, 21 and 41 refusals of minors who were driving without licenses and have been denied the privilege of obtaining one.

Although the law applies to a conviction for any other motor vehicle offense, motor vehicle department observers say most of the licenses are being revoked because of speeding charges brought against their holders.

In addition to the suspensions and revocations among minors, department records also show an increase in the number of revocations among adults and the number of these attributed to drunken driving.

In 1951 there were 3,700 revocations, with 2,202 of them for driving under the influence of alcohol.

Last year, however, there were 4,371 revocations, of which 2,943 were imposed for the same conviction.

* * *

Army Traffc Enforcement Techniques

Donald S. Buck, Safety Branch, Department of the Army, in a presentation to the Military Course at the Traffic Institute told of one military installation where the provost marshal initiated a check of the many privately-owned vehicles parked off-post in various hiding spots.

Selecting registration plates of one state for a sample test, he listed the numbers. This was sent to the commissioner of vehicles of that state, who advised that a considerable number of these plates were issued to vehicles on which various official action or restraint had been taken, such as suspension or revocation of driver's license or automobile registration. A state police check timed to a week-end exodus picked up many of these culprits. This scheme is used at various posts to control the individual who has been denied driving privileges because of previous misbehavior.

At another training center, the Military Police employ a "Safety Sum-

mons" to cope with the problem of military personnel drinking alcoholics at roadside taverns before attempting to drive several miles to their post. The safety summons consists of a windshield type sticker on which the warning, appropriately checked and affixed to the windshield wiper, alerts the driver. The summons is merely a courteous fair warning and includes a suggestion that if he is in doubt as to his driving ability that the individual may without jeopardy call the provost marshal for assistance in driving the vehicle back to his station. Another Army provost marshal employs windshield wiper warnings for parked vehicles at taverns when it is suspected that they may be driven by personnel who have been drinking.

* * *

The Sky's the Limit on German Highways

West Germany, with one of the deadliest accident rates in the world, proposes to remedy it with more speed.

The federal parliament has passed a new "traffic safety law" pulling off all speed limits for passenger cars. Previously drivers had been limited to 50 miles an hour on the autobahnen (four-lane highways) and 25 miles an hour on secondary roads.

Sponsors of the new law described its purpose as "drive faster-drive safer." They claim the driver with the heavy foot on the gas pedal is a safer driver than the cautious fellow who clogs the flow of traffic.

U.S. Army authorities in Germany dispute this. They say the Army's experience and statistics show there is a close and constant relationship between speed and accidents.

The new law permits a driver to pick his own speed, but it provides he "must be in control of his vehicle at all times." And it holds him legally accountable for what happens while he is driving.

Just as parliament junked the speed limits, the federal statistical office reported that the German traffic accident rate is still soaring.

Traffic accidents are now killing 30 persons daily and injuring 600. During a recent three-month period, the country tallied 110,673 traffic accidents in which 80,132 persons were injured. This was 19 per cent above the same period of 1951.

During all of 1951 a total of 320,000 accidents were recorded.

The West German Automobile Club says driving a car in Germany "is 20 to 30 times more dangerous than riding a train and three to four times more dangerous than flying.'

Aside from lifting speed limits the new traffic law prescribes jail terms of up to two years for drunk driving and punishment for being drunk in a car, whether driving or not.

—*Canadian Police Gazette*

Age and Complex Reaction Time

A complex reaction time test was used to test 479 men and 810 women in a Multi-test Clinic conducted by the Alexandria (Va.) Health Department. The test had the regular controls of an automobile including accelerator, brake, clutch and steering wheel. Signals used included a red light and right and left-turn signals. When the red light came on the subject was to step on the brake and when a turn signal came on he was to turn the steering wheel in the indicated direction. Five of each of these signals came on automatically in random order and at random intervals of time. The timer gave the average of 15 trials.

The average time for men was .593 seconds and for women .688 seconds, a difference of nearly 1/10 second. Part of this difference may be due to the fact that men generally have more driving experience than women.

Up to the age of 30, age had little effect on reaction time. From 30 to 50 there was a consistent increase in reaction time amounting to nearly 1/10 second over the 20-year period. After 50 the increase in reaction time with increased age became more pronounced.

There is some indication, though the numbers are small, that persons under 20 have a little slower reaction time than the group 20-29 which had the quickest reaction time.

(This is a summary. For a complete report giving further details write to the American Automobile Association, Pennsylvania Ave., at 17th St., Washington 6, D.C.)

* * *

"Min Egen Faerdselbog" (My Own Traffic Book)

Assistant Commissioner Groes-Petersen, Traffic Section, Police Department, Copenhagen, Denmark, has sent the Traffic Institute a book which is used in teaching traffic to younger children in all Danish schools.

This book, "Min Egen Faerdselbog" (My Own Traffic Book), is without question the best we have seen for this age group. There are 60 well bound pages, 6½ x 8 inches in size. Two-thirds of each page is made up of multicolored pictures illustrating the acts discussed in the text below the picture.

Schools can buy these books at a very low price. This was made possible by an ingenious method of incorporating advertisements into most of the traffic situations illustrated in the book. This has been done in a subtle way and is not at all distasteful. For example, the picture of a child on a bicycle getting a "tow" from a truck "advertises" a manufacturing plant in the background. Though these illustrations are drawings, the same type of thing could easily be done with photographs.

This is an idea that police departments and safety councils might wish to consider in financing educational material.

KNOW THE LAW

by

ROBERT L. DONIGAN
Counsel

and

EDWARD C. FISHER
Associate Counsel
The Traffic Institute

RECENT DECISIONS HIGHLIGHT USE OF RES GESTAE EVIDENCE IN TRAFFIC CASES

Several recent court decisions have presented interesting illustrations of the *res gestae* evidence rule as applied to traffic cases, indicating how such evidence may be of particular value to the prosecution in proving the facts of automobile accidents.

Thus in the case of *People v. Costa* (Supreme Court of California, 1953, 252 P. (2nd)1) the statement of the victim of a fatal crash was used to prove how the accident happened. In that case Costa was convicted of manslaughter in the operation of his automobile. The trial court admitted testimony of an investigating officer who related the statement of one Marino, a passenger in the car struck by that of the defendant, made to the officer five or ten minutes later and after regaining consciousness. In answer to the officer's question, "What happened?" Marino had answered: "The man hit us in the rear." Later Marino died as a result of the injuries received at that time. The Supreme Court held the admission of this statement proper as a part of the *res gestae*, saying: "Costa contends that the statement of Marino after he had regained consciousness was inadmissible because the lapse of some five to ten minutes removed it from the operation of the res gestae rule. However during this interval Marino was unconscious and could not have been planning his remarks or reconstructing the occurrence in his mind. The situation of itself satisfied the requirements of the res gestae rule. 'Declarations, in order to be part of the res gestae, are not required to be precisely concurrent in point of time with the principal fact. If they spring out of the principal transaction, if they tend to explain it, are voluntary and spontaneous, and are made at a time so near it as to preclude the idea of deliberate design, they are to be regarded as contemporaneous and admissible.' "

Costa also contended that because the statement of the deceased was uttered in response to the officer's question "What happened?" it was not spontaneous, but as to this the court said:

"This argument has no merit. The officer did not engage in any extended interrogation of Marino which might have led the latter to deliberate in an effort to explain what happened or to justify his own actions. He simply made the inquiry which anyone arriving upon the scene might have asked the injured man—'What happened?' The response was voluntary and spontaneous and the circumstances precluded the idea of deliberation. * * * It would be unreasonable to prohibit evidence concerning spontaneous declarations in every case where they are prompted by a simple inquiry as to what occurred. The natural reaction of anyone arriving upon the scene of an accident is to make such inquiry. The rule for which Costa contends would in effect bar resort to the res gestae doctrine in virtually every case of accident injury. If the statement otherwise meets the test of the res gestae rule, it should not be held inadmissible simply because it was prompted by the question of another person."

This case presents a concrete example of the growing tendency of the courts to approve and extend the use of res gestae evidence. The term *res gestae*, of course, comes from the Latin and means "things done.." Originally its scope was limited to acts or declarations of actual participants, occurring so immediately coincident with the transaction or event in question as to form strictly a part thereof in point of time, and it could not be in response to questions. The modern tendency is toward the extension of the rule beyond these strict requirements, so that more and more the courts are now recognizing that the element of spontaneity is a sufficiently reliable substitute for the earlier requirements of contemporaneous connection. Thus a statement or declaration no longer need be exactly coincident with the main fact, and actually it may be made some time later as long as its instinctive, spontaneous character is maintained. (*State v. Stafford*, (S.Ct. Iowa (1946) 23 N.W. (2nd) 832.) If the evidence consists of spontaneous utterances instinctively made without deliberation while under the stress and influence of the main event or transaction, representing the facts as speaking through the person rather than the person narrating the facts, with no opportunity for "the interposition of a voluntary individual wariness seeking to manufacture evidence," its character as *res gestae* evidence is established, provided it tends to explain or illustrate the event in question.

"The ultimate test is spontaneity and logical relation to the main event, and where an act or declaration springs out of the transaction while the parties are still laboring under the excitement and strain of the circumstances and at a time so near it as to preclude the idea of deliberation and fabrication it is to be regarded as contemporaneous within the meaning of the rule." *Bennette v. Hader*, (Mo. 1935) 87 S.W. (2nd), 413,101 ALR

1190 (quoting 16 C.J. 574, sec. 1174) wherein one of the passengers in a wrecked car stated, upon regaining consciousness, that another car had crowded them off the road.

A case of particular application to traffic officers driving radio-equipped patrol cars is *Waller v. State*, (1949) 80 Ga. App. 488, 56 S.E. (2nd) 491 wherein Waller was convicted of speeding and dangerous passing. Peace officers on patrol in DeKalb County, Georgia, east of Atlanta, began pursuit of Waller's car traveling at a high rate of speed toward adjoining Fulton County and Atlanta to the west. The defendant, driving a powerful automobile specially equipped with an Offenhauser motor, was easily able to leave the patrol car behind, but before his car had reached a speed of 100 mph and passed out of sight the officers in the pursuing car were able to recognize him as well as his car and they also secured his license number.

All of this information was broadcast over their radio during the chase, describing Waller and his car in detail. This message was logged by the operator at their station and telephoned ahead to the Atlanta police who quickly apprehended the defendant still driving the car described in the radio log. During the trial (in DeKalb County) the court admitted a photostatic copy of this radio log, which was the chief error assigned on appeal.

The Georgia Court of Appeals (Gardner, J.) held this evidence properly admissible, saying:

We have come to the conclusion that the broadcast in the circumstances of this case was a part of the res gestae. It must be kept in mind that this evidence shows beyond peradventure that at the time the DeKalb County officers were chasing this defendant over hills and dales the defendant was in the very act of committing the crime for which he was convicted. * * * It is apparent that this comparatively modern device of radio broadcasting is largely used by our peace officers in apprehending criminals on highways and other places, and is of great service and benefit to the general public. It would therefore seem to be unthinkable that the communication of these officers, one with the other, should be excluded as hearsay testimony while a criminal is at the very time committing a crime or escaping from the commission of a crime at the time the communications are in progress. *We will not so exclude such testimony as hearsay, but will extend such, if need be and we think soundly so, to assist in the apprehension of criminals. We are making no new law, but merely applying the principles which exist to the means and methods of modern science.*"

In still another recent case the *res gestae* rule was made use of as a means of letting the jury know the character of the defendant and his questionable employment. In *Maxey v. State*, (Tex. Cr. App. 1952) 249 S.W. (2nd) 66 the defendant was charged with negligent homicide as the outgrowth of a fatal intersectional collision and it was held that the trial

court had properly admitted evidence that at the time of the accident his car was loaded with a large quantity of beer and whiskey. The court said:

"The fact that the Lincoln automobile was so loaded was part of the res gestae and admissible for whatever weight the jury might give thereto."

While the original *res gestae* rule excluded the exclamations, statements and declarations of all except those actually participating in the act or event itself, the courts have broadened its scope to include the reactions of persons merely witnessing the occurrence, and the weight of authority now holds that declarations, exclamations or statements otherwise meeting the tests of the *res gestae* rule are admissible even though springing from the lips of bystanders. 20 Am. Jur. 569, sec. 674.

Thus in *Bennett v. Seattle*, (S. Ct. Wash. 1945) 156 P. (2nd) 685, 157 ALR 1153, there was testimony that immediately after the impact in a bus-pedestrian accident a passenger on the bus was heard to exclaim: "Why, that woman walked right into the bus!" and this was held to be admissible as part of the *res gestae*. The annotation in 163 ALR 39 contains some typical examples of bystander reaction under the stress of imminent collision, such as "Looks like that driver is trying to commit suicide"—"That woman is trying to beat that car across the road!"—"Driving like that will land him in hell!"—"Look at that fool on the wrong side of the road!"—"Golly, look there—those trucks are going to kill somebody!" and similar instinctive observations springing automatically from the lips of witnesses.

Such evidence has great probative force due to the fact that it represents spontaneous, immediate reactions uninfluenced by considerations of self-interest or opportunity for distortion or falsification. It offers an extremely valuable means of proof in traffic cases and is being used increasingly in prosecutions of this type.

* * *

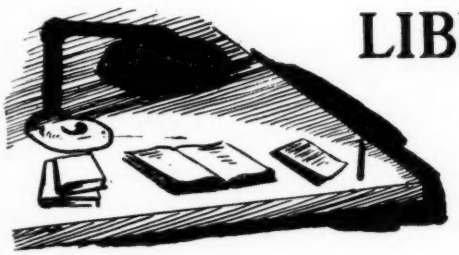
ENGINEER PREDICTS NEW HEADLIGHTS, BRAKES

New and revolutionary auto headlighting and braking systems are on the way to improve safety as engines grow more powerful, according L. H. Middleton, engineering vice-president of Electric Auto-Lite Co.

Speaking to a group of automotive editors in New York, Middleton predicted gaseous "contrast headlighting" and air-cooled brakes by 1954, to be followed later by electro-hydraulic braking systems.

Middleton said that contrast lighting will not only give the driver more visibility, but also reduce glare. The glare reduction may be effected by use of "color interference method" in which a beam of colored light would filter by interference the white headlight beam.

—*Automotive News*



LIBRARY NOTES

Notes about new books, pamphlets, reports, and articles appearing in current publications, prepared by Myrtle A. Schultz, Institute librarian.

ACCIDENTS—INVESTIGATION

Reconstruction of Traffic Accidents. By James Stannard Baker. Presentation at the National Safety Congress, 1952. *Current Topics in Traffic Safety* p. 20. (Transactions of the Traffic Section of the Congress.) National Safety Council, Chicago.

ACCIDENT PREVENTION

How to Attack the Traffic Accident Problem in Your Community. Accident Prevention Dept., Association of Casualty and Surety Cos., 60 John St., New York 38, N.Y. 23 pp.

ACCIDENT STATISTICS

Who Me? The Travelers 1953 book of street and highway accident data. The Travelers Insurance Companies, Harford, Conn. 28 pp. illus.

CHEMICAL TESTS FOR INTOXICATION

"Scientific Tests for Intoxication—A Constitutional Limitation." *Virginia Law Review*, Feb. 1953. pp. 215-228.

Evaluating Tests for Intoxication. A report of the Michigan State College Research Project on the Comparability and Reliability of Chemical Tests for Intoxication. National Safety Council, Chicago, Ill. 1953. 15 pp. mimeo.

DRIVERS

Drinking Drivers in Alabama, 1952.

A Study of Teen-Age Drivers in Alabama, 1952. Both reports prepared from the files of the Accident Records Bureau, Department of Public Safety, Montgomery.

Recommendations of the First Metropolitan Chicago Teen-Age Traffic Safety Conference sponsored by Citizens Traffic Safety Board and Chicago Motor Club. Unpaged booklet.

ENFORCEMENT

California Highway Patrol will make the Special Enforcement Units a permanent part of the patrol organization. *California Highway Patrolman*, Apr. 1953. p. 54. Gratifying results in the number and severity of accidents at certain locations through the use of Special Enforcement Units resulted in some personnel being assigned permanently to such units. Periods of assignment will normally run from 10 to 20 consecutive days. Units will concentrate their efforts on the apprehension of traffic law violators in areas having high accident frequencies.

ONE-WAY STREETS

"Are One-Way Streets a Rush-Hour Transit Cure?" Reprinted from *Public Utilities Fortnightly*, Jan. 15, 1953. Washington, D.C. 16 pp.

PARKING STUDIES

Parking Pickle. 55 pp. illus. *The Big Squeeze.* 59 pp. Reports on the parking clinics conducted by the Chamber of Commerce of the U.S. at Salem, Mass. and Tuscaloosa, Ala., respectively. $1.ea.

PARKING METERS

"Advertising on Parking Meters." A factual report on advertisements placed on parking meters, as supplied by 11 cities doing it or having tried it. *American City*, Apr. 1953. p. 134.

POLICE—PUBLIC RELATIONS

"The Chief of Police as a Community Leader." By Walter F. Anderson (former president of the IACP) *North Carolina Law*, Mar. 1953.

SCHOOL CROSSING GUARDS

Results of a survey conducted by the Civil Service Assembly regarding the hours, pay, selection methods, training, fringe benefits, uniforms and recruiting, and community reaction in nine of the larger cities using women for school-crossing duty. *Personnel News*, Apr. 1953. p. 1.

SPEED ENFORCEMENT

Admissibility of Radar Speed Evidence. Opinion of the attorney general of North Carolina. *Popular Government*, Mar. 1953. p. 12.

"Driver Challenges Accuracy of Patrol Plane." First court test of a speeding arrest based on evidence secured from an Oklahoma Highway Patrol plane is now going through the courts.

SPEED STUDIES

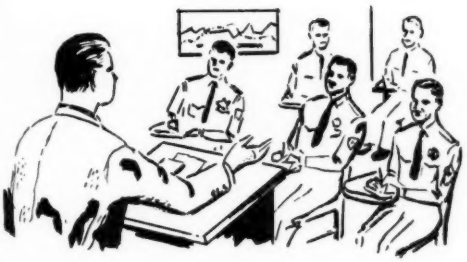
Traffic Speed Trends. Bureau of Public Roads, Washington, D.C. Mar. 1953. 5 pp. Average speed of all vehicles in 1952 was 49.5 m.p.h., an increase of 0.6 m.p.h. over last year's record high. Average speed of passenger cars was 50.8; that of trucks, 44.8; and busses, 51.9.

TRAFFIC PLANNING

A Choice of Guides: By Thomas H. MacDonald, former Commissioner of Public Roads. An address before the annual meeting of the American Association of State Highway Officials in which Commissioner MacDonald points up the factors in the road picture on which it is vital to have deeper public understanding. Apply to: Automotive Safety Foundation, Washington 6, D.C.

TRAFFIC SAFETY

Operation Safety—July 1953. Program kit on traffic safety promotion. Theme: Vacation Driving. National Safety Council, Chicago 11, Ill.



TRAINING CALENDAR

(*All courses will be conducted at the Traffic Institute, Evanston, Ill., unless otherwise indicated.*)

June 22-August 21—Summer Institute for Traffic Training.

June 22-26—Motor Vehicle Fleet Supervision.

June 22-27—Chemical Tests to Determine Intoxication.

June 25-26—Refresher Seminar in Motor Fleet Supervision.

July 6-10—Public Information Programs for Police.

July 6-10—Traffic Engineering—Field Study Methods.

July 6-10—Traffic Engineering Techniques—Regulation.

July 6-17—Traffic Law for Police (*A unit course*).

July 6-17—Supervisory Officer Training.

July 8-10—Traffic Safety Seminar for Newspapermen.

July 13-17—Accident Records and Their Uses.
(*A National Safety Council Course*).

July 20-24—Training for Police Instructors.

Aug. 10-21—Seminar for Driver Education Teachers.

Sept. 14-Oct. 2—Three-week course in Introduction to Police Traffic Supervision.

Sept. 24—Opening session, 1953-54 Traffic Police Administration Training Program.

Oct. 5-23—Three week course in Traffic Law Enforcement—Administration and Techniques.

Oct. 12-16—Traffic Court Conference, School of Law, Northwestern University, Chicago.

Oct. 15-17—Annual Conference for Graduates of the Traffic Police Administration Training Program.

Transportation Library
University of Michigan
Ann Arbor, Michigan
RD

THERE'S STILL TIME

to enroll in

THE SUMMER INSTITUTE
FOR TRAFFIC TRAINING

June 22-August 21

12 courses and conferences

The Traffic Institute
Northwestern University
Evanston, Ill.